

CHATTANOOGA FOREMOST FOUNDRY CITY OF SOUTH

Visitor Is Greeted by Weird
Light of Flame-Spout-
ing Cupolas.

While Chattanooga's chief claim to distinction industrially has been the very wide variety of articles made in the city, giving rise to the expression that a man might build a house and furnish it throughout without having to go outside of the city to obtain a single element of construction or article of furnishing, the city is pre-eminent above all others in the south in one particular line of industry.

This is the foundry industry, and if anybody should be tempted to make the old remark about a jack-of-all-trades and good at none, the local man has but to point out Chattanooga's undisputed excellence in this line to gloriously refute him who made the remark.

While Chattanooga does not produce more iron from the ore than any other southern city, it does melt more iron from than any other southern city, and that by a very large margin. There are thirty-eight foundries in Chattanooga utilizing pig iron in the making of a very wide range of articles, and some of these establishments are of remarkable proportions.

For instance, one of the largest plants of the United States Cast Iron Pipe and Foundry company is located in Chattanooga. The plant consists of two parts, one on Boyce street, where heavy pipe is cast, and one on Whiteside street, where the fittings are made.

In the local pipe works several of the most important developments in the art of pipe casting have been perfected, and it has been said that when the big corporation of which the local plant is a part has a particularly delicate job on hand, calling for the highest skill in workmanship, that job is sent to the Chattanooga plant.

The United States company makes heavy pipes exclusively. One of the largest orders ever completed by that plant has been for the Argentine government, a job upon which the specifications were unusually exacting and the inspection close.

The Casey-Hedges company is perhaps the largest melter of iron in the south for the purpose of casting it into soil pipe and fittings. Its plant is one of the most modern in the industry, and its trade extends not only to this country, but to the Philippines, Cuba and other foreign countries.

But pipe, whether heavy or soil, is really a small item in the total of cast iron products made in Chattanooga. The gamut runs from the heaviest to the lightest castings. At the Wheeland company heavy engine beds and sawmill parts are made. The Tennessee Stone works, the Mascot Stone works, the Vesta Gas Range company and other concerns are engaged in making the lighter and thinner castings, while numberless foundries produce both heavy and light castings.

In Chattanooga is located one of the foremost malleable iron foundries in the country, and one of the very few south of the Ohio river, the working of malleable being largely an industry developed in the industrial sections of the northern states. This plant is part of the Ross-Meehan company, which also has a big gray iron foundry producing mainly railroad castings, and which also operates a very successful steel foundry.

Chattanooga-melted iron goes into the utmost corners of the earth in the shape of Chattanooga-made plows, the Chattanooga Plow company and the Newell Sanders Plow company having been pioneers in the development of an efficient export organization. The Chattanooga Implement company, in East Chattanooga, also operates a large foundry for the manufacture of agricultural implements.

The Price-Evans Foundry company and the Gustafson Manufacturing company operate modern foundries, the latter making a special self-oiling wheel for the mine cars which it also manufactures. Another large foundry is that of the Columbian Iron works, operated in connection with its munition and pump plants.

Wagon parts are cast by the Chattanooga Skoin and Foundry company. The American Brake Shoe and Foundry company makes steel-bound brakeshoes for railroads all over the country. The Chattanooga Roofing and Foundry company makes, in addition to numerous small items, a complete line of furnaces for heating homes, and operates a very modern foundry. The Cahill Iron works accomplishes one of the most difficult foundry tasks in the quantity production of bathtubs, kitchen sinks, lavatories, etc., and there are numerous smaller and job foundries turning out intricate and delicate work right up to the difficult Chattanooga standard.

Chattanooga's pre-eminence in the foundry line is strikingly evident to the visitors coming into the city on any one of the trains arriving after 3 o'clock in the afternoon. If it should happen to be in the winter time and the visitor's train should arrive about 5 o'clock, as he approached the city he could not fail to be impressed by the spouting flames lighting up the semidarkness along the route of his train into the city.

Approaching from around Lookout mountain, the railway tracks are lined with the big foundries, and from 4 o'clock on is the time for taking off the day's heat. Then the cupolas are in full blast, spewing the gases into the air and liberating the hot iron into the foundry. Along that railroad track are several thousand men engaged in hustling the iron to the sand molds, and for the greater part of the night negro laborers will be shaking out the castings and getting the sand heaps ready for the next day's moulding.

This aspect of the city really forms one of its most romantic phases. There is romance aplenty in working with such a primal force as heat, and in torturing the inanimate iron into any one of a thousand desired shapes, and this feature of the city's life has always held for the visitor the most absorbing interest.

GOVERNMENT SPENDS QUARTER-BILLION IN THIS SECTION

Nearly a quarter of a billion dollars is being expended by the United States government in the erection of immense war industries in Tennessee and Alabama.

The powder plant at Nashville will cost \$100,000,000.

The two nitrate plants and the two dams at Muscle Shoals will cost \$105,000,000.

The government is building a five million-dollar wood alcohol plant at Collinswood, Tenn.

In addition there are many millions of dollars being expended by corporations engaged in war work, either directly or indirectly, such as the great expansion of the American Aluminum company at Nashville.

NETWORK OF EXCELLENT PIKES THREADS HILLS AND VALLEYS

Hamilton County Takes Lead in Providing Best of Communication
Facilities—Has Paved City Streets, Concrete Roads, Two
Highway Tunnels and Million-Dollar Bridge.

In writing about one's own city or section it is customary to boast. The chances are that the pages of civic literature have outraged truth more frequently and more flagrantly than the imaginative baron of lurid adventure ever dreamed was possible, as great a trifier with veracity as he was.

But there is one phase of Chattanooga and Hamilton county's development which may be described in superlative terms with perfect safety. Hamilton county's road system and the branching network of communications throughout the county deserve the suffix "best" in every respect.

Without doubt this county has the finest system of county roads in the state. Few if any communities in the south equal it, and there are not many in the urban sections of the east and north which surpass it. In proportion to population served, Hamilton county's roads may safely be pronounced without a peer.

County Maintains Three Kinds of Roads.

In some respects the work of the Hamilton county highway commission parallels that of the streets and sewers department of the city. In that the county has many miles of paved streets having guttering, curbing, sewers and street car tracks; in fact, they are merely city streets outside of the corporate limits.

The paved streets in the county system include nearly all kinds of pavement—concrete, bitulithic, etc. In addition the county has seven or eight miles of the finest concrete pike roads running through farm and over mountain territory, giving an easy means of communication and travel to large agricultural districts, to the great profit of both the city and farming districts.

Bird's Mill Road and Wauhatchie Pike. Hamilton county roads have been laid out with consideration of the territory to be served and lately two very important regions have been brought into closer touch with the city through the construction of the most modern concrete thoroughfares, these being the Bird's Mill road and the new Wauhatchie pike, both of which deserve special mention.

Construction of the Wauhatchie pike eliminates one of the hardest mountain pulls in the whole section. Before it was built, to get into the rich valley around the foot of Lookout mountain it was necessary to go a considerable distance up the mountain itself. The new concrete pike follows a far gentler grade closer to the foot of the mountain, and, overlooking the toe of the river at Moccasin bend as it does, forms one of the scenic drives in the entire south. The grade permits of high-gear operation of automobiles all the way and branches about half way up to permit of a concrete approach to the road up Lookout mountain, thus benefiting the dwellers on the heights, as well as those beyond in the Wauhatchie valley.

This road was only completed within the last few weeks, and its completion was considered an event of some potential importance that a special dedication program was worked out and followed under the auspices of the Chattanooga Automobile club.

The pike was built in part with

state highway funds, and for its less than two miles of length cost in the neighborhood of \$161,000.

An entirely different problem was met in the beginning when the project of improving communication facilities for the dwellers east of Mission ridge was first agitated. The Wauhatchie pike goes over a part of Lookout mountain, albeit the easiest part, while the Bird's Mill road goes under Mission ridge by way of the longest highway tunnel in the world. This tunnel, two-fifths of a mile long, was built in the face of almost staggering difficulties, but immediately proved its worth in the increased value of property, and through this increase in assessments has more than paid for itself.

Beyond the tunnel for a distance of three miles east has been constructed a model concrete highway, this work, in contrast to the Wauhatchie pike, being done by convict labor. The latter was handled largely by contract with construction firms. The cost of the Bird's Mill road was borne in considerable portion by the residents of the district served and the rest was borne by the county.

Another excellent concrete road constructed by the county is Glass street, in East Chattanooga, this being the first concrete highway undertaken by the county forces.

Suburbs Have Regular City Streets. Chattanooga is a city having urban suburbs. That is, the suburbs, while not being part of the corporation proper, have all the advantages of the city—light, water, gas and streets, including also in many cases sewers.

There are excellent asphalt streets in St. Elmo, in North Chattanooga and other suburbs, and the most ambitious of the county is the ninety-foot, four-mile Rossville boulevard, which joins up with the recently constructed concrete pike built by the government from Rossville to Chickamauga park.

Much of the valuable territory of Hamilton county lies north of the Tennessee river. The suburb of beautiful homes—Riverview, the Golf and Country club, the town of North Chattanooga, a rapidly developing industrial section; Signal mountain, Baylor school and a great deal of the county's finest farm land, all are across the river, and to provide access to this section the county has just recently completed a \$1,000,000 concrete bridge having the longest bascule lift in the world in the center. This bridge, going over at the foot of Market street, provides a direct route without the necessity of hill climbing, as is the case when going over the old Walnut street bridge, now mainly used for street car traffic and occasional pedestrians.

All the territory north of the river is amply supplied with most excellent roads. There is another highway tunnel over there, giving Hamilton county the world's record in maintaining two such tunnels, this one being through Stringer's ridge.

The straightaway Dry Valley road, paved with asphalt macadam, runs to the important mining and agricultural town of Dale and beyond to Soddy. The Hixson pike, cherted and macadamized, winds through a hilly region on to Hixson.

Turning off from the Dry Valley road at Walden, another asphalt macadam road leads to the foot of Signal mountain, and is joined there by the truly wonderful automobile boulevard up the mountain to the hotel.

Roads Built to Join Great Highways. Hamilton county has been among the most alert counties in the south to foster the building of great inter-sectional highways, such as the Dixie highway, and is now spending a great deal of money completing the Suck creek road, which will be such an important link in the Dixie highway. Construction of this road presents engineering problems galore, running as it does straight into the face of the mountain at Walden's ridge, over which it will go and on down into the Sequatchie valley. This road is being built under the direction of a special commission with state aid, much of the work having been done by state convicts.

When completed it will be one of the master scenic routes in the world, with every variety of mountain and river landscape.

County Has Large Road Investment. Hamilton county has presently put a greater amount of money into highways, bridges and culverts than any other county in the south. An inventory taken several years ago shows an investment of \$30,000 in highways, culverts alone and the two bridges will run well beyond the million and a half mark.

Taking it all in all, Hamilton county's prosperity and popularity can largely be accounted for on the score of good roads. The county system itself gives every facility to the farmer and the automobilist, and when the county system is added to the magnificent network of government boulevards, the total is all that could be desired.

NINETY-SIX MILES STREET RAILWAY THREAD VALLEY

Two Traction Lines Extend Facilities to the Many Mountain and Suburban Colonies.

The beauty of Chattanooga's scenic surroundings and the fondness of its citizens for living on the heights have created an unusual transportation situation, both with reference to automobile roads and traction systems, and have resulted in the accomplishment of some remarkable engineering feats in getting lines of travel to the far-flung mountain colonies.

Visitors to the city are immediately impressed with the manner in which the heights are rimmed with homes, and in addition to these residence sections on the mountains there is Chickamauga park at a distance of several miles from the city; so that, in order to reach these places, it is necessary to have a street railway mileage considerably out of proportion to the population.

Chattanooga has two traction companies operating ninety-six miles of railway.

Lines Radiate in All Directions. The Chattanooga Railway and Light company is the urban transportation agent proper, though its lines run to Lookout mountain, Chickamauga park and other distant points. The Chattanooga Traction company operates two lines, both of a semi-interurban character, one going to the top of Signal mountain and the other to Red Bank, about eight miles up the valley

north of the city. These two companies give the city a sense of unusual satisfaction in extending transportation facilities to sections and points which must needs be undeveloped without them.

The Chattanooga Railway and Light company operates thirteen lines in addition to the incline and the trolley line up Lookout mountain. These lines reach to the important suburbs and include two distinct routes to Chickamauga park, one completed but lately. Both the incline and trolley lines up Lookout mountain are noteworthy accomplishments. The incline is by way of being nationally famous, running as it does straight up the mountain side, following exactly the contour of the slope. This is not only the longest but the steepest incline in the world, and is guaranteed to give a thrill to the most weary and satiated traveler.

The trolley line runs by a more circuitous route, coming on top of the mountain by the old Mountain house, and proceeding along the top to the incline station and the point. The combination of the trolley line and the incline gives tourists the opportunity of going up the mountain one way and down the other and thus obtaining the widest range of view, and offers residents along the side of the mountain a direct route from their homes to the city.

Signal Mountain and Red Bank.

The Chattanooga Traction company, owned by the Signal mountain development interests, was primarily formed with the idea of promoting those developments, but the lines built and operated by that company have served to do far more than that. All of the territory north of the river between Chattanooga and Signal mountain has been greatly enhanced in value because of the new system and the heaviness of the rails has permitted the transportation of bulky freight, thus permitting the development of a flourishing industrial community north of the river. The C. N. O. & T. P. connects with the lines of the Chattanooga Traction company and over the latter are hauled coal and various raw materials to the eight or ten large factories which have grown up in North Chattanooga. In addition the mines on Signal mountain, the fuel coming over the lines of the traction company.

The passenger cars on this system, running both to Signal mountain and Red Bank, are of the heavy, high-speed, interurban type, having side entrances and large carrying capacity.

NUMBER OF RESTAURANTS PROVES CITY'S POPULARITY

One of the most eloquent commentaries upon the number of people who pass through Chattanooga daily, as tourists and business men, is found in the large number of downtown restaurants. One might be led to think that Chattanooga people never eat at home, but the large floating population is the reason for this.

There are twenty downtown restaurants above the grade of eating house, and all but one or two of these have been here since before the encampment came to Chickamauga park, so there can be no question of expansion due to that cause.

Of course, since the encampment came a large proportion of the guests have been soldiers, but the reason for the extraordinary number of downtown dining rooms lies in the demand imposed by the visitors drawn to observe the scenic and historic attractions of the city.

HIGHWAY TRAVEL BY MOTOR INCREASES

McAdoo Calls on Public to Re-
train From Using Railroads
Where Possible.

Washington, D. C., Aug. 31.—Highway travel by means of the passenger automobile has increased during the present summer fully fifty per cent, according to figures which have been compiled by the national road bureau at the A. A. A. Washington and New York headquarters. The increasing number of road journeys has resulted from over-crowded trains and the difficulty of assured accommodations and conveniences except to a comparatively limited number of travelers. While a percentage of the road trips have had to do with vacation periods, a preponderating quantity has related to commercial necessities and a consequent saving in time obtained by uninterrupted door-to-door trips.

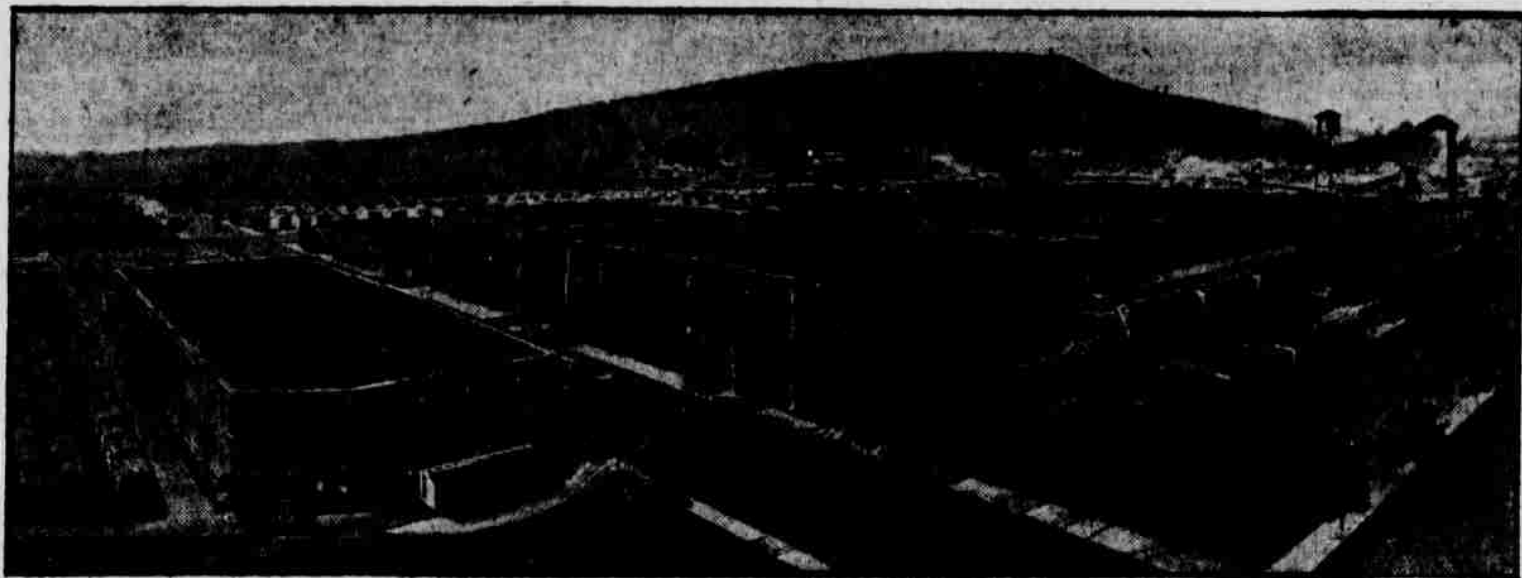
Director General of Railroads McAdoo has just issued a statement in regard to railroad travel, calling upon the public generally to use passenger-train service at the lowest possible minimum. Mr. McAdoo thus presents the case: "Among the many patriotic duties of the American public at this time is the duty to refrain from traveling unnecessarily. Every man, woman, and child who can avoid using passenger trains at this time should do so. I earnestly hope that they will do so."

Chairman Carl G. Fisher, of the A. A. A. touring board, makes this comment upon Mr. McAdoo's plea: "With rail lines congested by essential freight haulage, it certainly is the duty of everyone to cut down the use of this utility, and, of course, the only answer is the highway and the self-propelled vehicle, which now can show anew its ability to abridge distances and quickly transport people from one place to another in the necessary transaction of their daily duties."

"In the middle west it is the expected thing for the average passenger car owner to employ his vehicle in practically all of his town to town journeys, whether they be within the state or into an adjoining commonwealth. The situation has demonstrated unequivocally the great need in every state of a state plan of state-built and state-maintained highways, and if the country as a whole were thus equipped at the present time, it would mean the saving of millions of dollars, which could be invested in liberty loans and other helpful forms of financing the great expenditures which we must meet."

"It is my belief that every American soldier who returns from France, after having personally seen and traveled over its great highway system, will be a forceful and persistent advocate to establish a similar situation in our country, even though it be many times the size of the prosperous nation which has benefited so thoroughly from the good roads wisdom of a certain Napoleon Bonaparte."

Elsie Janis Overseas. Miss Elsie Janis, famous American comedienne, and Pollin, a noted French impersonator, are two of the artists who are entertaining soldiers in France under the auspices of the Y. M. C. A.



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